



Jessica Szlag, Chair
 Clint Loper, Vice Chair
 Izzy Sederbaum, Secretary
 Dylan Ahearn
 Jeff Aken
 Jodi Connolly
 Alfonso Lopez
 Lara Normand
 Merlin Rainwater
 Kristi Rennebohm Franz
 Ester Sandoval
 Michael Wong

Seattle Bicycle Advisory Board Meeting Minutes

Date/Time: October 2, 2013, 6:00 p.m. – 8:00 p.m.

Chair: Jessica Szlag

Vice Chair: Clint Loper

Recorder: Kristi Rennebohm Franz

Location: Seattle City Hall, L280

Minutes Distribution List:

See Attachment A

Members Present:

Dylan Ahearn, Jeff Aken, Jodi Connolly, Kristi Rennebohm Franz, Clint Loper, Merlin Rainwater, Ester Sandoval, Izzy Sederbaum, Jessica Szlag, Michael Wong

Members Absent:

Alfonso Lopez, Lara Normand

Guests:

Sara Zora (SDOT), Mike Nolan (SPD), Kay Willhight, Doug Beeman, Kristen Simpson (SDOT), Cathy Tuttle, Tom Fucoloro, Cynthia Padilla, Mike Lamon, Paul Cornish, Tia Raamot, Christina Alar (SDOT), Rebecca Roush, Brian Holloway (SDOT)

MEETING CALL TO ORDER

The meeting was called to order at 6:00 by Jessica Szlag

ANNOUNCEMENTS

Welcome to new Board Members: Ester Sandoval, Merlin Rainwater, Michael Wong, Izzy Sederbaum, Jeff Aken and Lara Normand. All members introduced themselves including brief comments on their favorite bicycle rides/routes.

The Seattle Bicycle Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the city on matters related to bicycling, and the impact which actions by the city may have upon bicycling; and shall have the opportunity to contribute to all aspects of the city's planing processes insofar as they relate to bicycling.

- City Council
 Resolution 25534

PRESENTATIONS

SPD Traffic Enforcement

Time: 6:10

Topic: SPD Traffic Section Transportation Safety Enforcement in City of Seattle

Purpose: Background Information on SPD Traffic Section and Plans for Coordination with
Seattle Bicycle Advisory Board

Presentation:

Captain Mike Nolan explained his role as the SPD Traffic Section Commander and the section organization of 70 officers. There are 3 motorcycle squads in the section, car squads, DUI squads at night and squad detectives who investigate primarily traffic incidents including hit and runs where there is a fatality. The priorities of the Traffic Section include: overall safety of all transportation modes including pedestrian and bicycles, speed enforcement (which he explained is an important safety issue as high speeds lower both reaction and observation response time of drivers), inattentive driving (which includes texting), aggressive driving, school zones, and DUI (which is a major priority).

Captain Nolan has brought back the Community Traffic Complaint process whereby residents can report concerns and problems with traffic on a website or by calling the Traffic Office at 684-8722. A message can be left at that number and a sergeant will return the call. The Community Traffic Complaint input from residents is used to assign traffic patrol projects based on complaints/concerns of residents and places of issue experienced by the squad. The goal of this process is to eliminate or reduce traffic problems as well as determine if there is an overall larger problem that needs involvement of SDOT to solve.

Captain Nolan explained that in addition to the regular traffic squad responsibilities throughout the city on a daily basis, traffic officers are on duty at all special events and at construction activity impacting traffic. Responsibilities include training time and court time. These duties beyond traffic enforcement use many officer hours. Captain Nolan reported a need for more officers to provide traffic enforcement for safety with all modes of transportation, especially for pedestrians and bicyclists.

Questions, Answers and Comments:

Q: How many officers are on duty, on our streets to provide traffic enforcement, especially during busy commute times?

A: One a.m. motorcycle squad and car squads. More traffic officers are needed on the streets given that traffic officer on-duty time includes special events and construction duty, training and court times. Many of the traffic section officers are ex-bicycle patrol officers. They are looking for vehicular speed and inattentiveness violations. Once a month, a plain clothes officer will be assigned to a crosswalk identified as problematic.

Captain Nolan said that more input through the Community Traffic Complaint process would be very helpful to identify areas that are dangerous because of driver action, especially ingress and egress of transportation corridors. The complaints are helpful in order to know what is happening and at what times of day. He stated that they need to know the spots where there are patterns of behavior and violations happening to assign officers to those areas.

Q: How can we better identify areas where it is dangerous for bicycling?

A: Communication through the Community Traffic Complaint process plus reviewing the SDOT data. Discussions having SPD, SBAB and SDOT work together on data. Captain Nolan commented that often the work together between SPD and SDOT is grant related and includes

educational components. Board discussion with Captain Nolan included input from Sara Zora that SDOT engineering can address identified areas of safety with improved design.

Additional comments from SBAB Members included:

- Board suggested that SPD should be looking at Bikewise (a website set up to log bicycle related accidents in Seattle) to determine accident hotspots in the City.
- There is an important need/priority for more data on issues, incidents and concerns from South Seattle neighborhoods
- Suggestion for a check list to organize input through Community Traffic Complaint process and to identify patterns
- Suggestion that the portal for residents to report complaints/concerns/issues needs to be easily accessible on an SPD and SDOT website and be multilingual
- Comment that likely many residents aren't reporting and there needs to be more marketing/education effort for residents to know the process

On behalf of SBAB, Chair Jessica Szlag thanked Captain Nolan for his presentation to the Board and the opportunity to have ongoing collaboration together between SPD, SDOT and SBAB. Board members were especially appreciative of his re-opening the Community Traffic Complaint process and the opportunity to work together going forward, especially on implementation of the Seattle Bike Master Vision, Goals and Programs.

In closing, Captain Nolan expressed his appreciation for being at the board meeting and for the opportunity to continue working together. He emphasized the importance of using the Community Traffic Complaint phone number: 684-8722.

Greenwood Transit Corridor

Time: 6:40

Topic: Update on Greenwood Avenue North Project

Presentation:

Christine Alar (SDOT) reported the Greenwood Avenue North project is at an approximately 30-60% design phase. Important design elements include right of way and drainage. There will be bus stop and sidewalk improvements. The existing bike lane is not in ideal shape. Improving sidewalks is a high need. There will be bus bulbs and bus islands to create and maintain an improved bike lane. Still need to improve pedestrian and bike conflicts with options being: 1) more signage; 2) reminders for bikes to yield to pedestrians; 3) ramp up/down at pedestrian crossing points; 4) design railings to allow space for bicyclists without being too close to railings. There will be another open house for the project.

Questions/Answers/Comments:

- SBAB expressed appreciation for the update presentation and acknowledged the value of dialogue with SBAB in early design stages to provide input.
- Design suggestions were made to work on the pedestrian/bike conflicts at crossing entrances to bus stops, specifically to slow bikes and provide better pedestrian access.
- Suggestion was made to look at options for including a cycle track as part of the design.

Sound Transit Rainier Station

Time: 7:10

Topic: Update on Sound Transit Rainier Station Design

Presentation:

Rebecca Rousch, Cynthia Padilla and Paul Cornish presented the design update.

Time estimates for travel from Rainier Station include: 26 minutes to Overlake, 15 minutes to UW and 22 minutes to Northgate. They estimate that there will be 3000 riders per day at the Rainier Station. Presentation and discussion on the topography design included visuals from multiple perspectives with 380' length of level platform. Design includes widened sidewalks to accommodate both bikes and pedestrians.

Questions/Answers/Comments:

- Concern about the bike/pedestrian mix. Request further thought on the design to prevent pedestrian/bike conflicts.
- Question about the number of bike parking spaces based on bike ridership methodology. Board members commented that the estimated need seemed low and asked for consideration of more spaces.
- Suggest useable runnels for bicyclists of all ages and abilities. Response was that design needs to follow ADA guidelines with handrails and runnels.
- Requested a summary of public involvement input for review and feedback from the board.

Downtown Cycle Tracks

Time: 7:30

Topic: Update on Downtown Cycle Track

Presentation:

Brian Holloway gave an update on the SDOT Downtown Cycle Track project. Presently they are writing the Request for Proposals from consultants with plans to select a consultant team in early December. The criteria for selecting consultants include not only technical expertise but also broad community involvement expertise. Brian requested input from the board on what criteria/expertise was important in selecting consultants and what would make the project successful for cycle track standards and community involvement.

Questions/Answers/Comments:

- Ensure that the design will work for all ages and abilities of bicyclists
- Create a design that connects to all parts of the city, especially South Seattle; understanding that SBAB and the City Council hope that the downtown cycle tracks can create a model for a cycle track network throughout the city, providing facilities that address equity, economic needs and all ages/abilities of riders, including a high priority of reaching residents not currently riding bicycles for transportation and recreation
- Importance of communicating to residents what cycle tracks are and building understanding of how the cycle tracks will have a positive impact on the whole city for non-cyclists as well as cyclists so that all residents understand the value; communicate how the cycle tracks are transformational
- Importance of being able to convey how the cycle tracks create safety for all modes of transportation, including pedestrians
- Give high priority to selecting a consulting team with experience and success in communicating with and involving all communities in Seattle throughout the process of design, implementation and use of completed facilities; including knowing and collaborating with community groups across the diversity of cultures/languages in Seattle, across economic groups, especially low

income residents and especially those who currently are not bicycling but could experience economic gain from bicycling versus more expensive costs of transportation

- Establish a stakeholders advisory group, including residents who are not currently car drivers or bicyclists and whose main transportation into downtown is reliance on transit; importance of including South Seattle residents

PUBLIC COMMENT

Kay Willhight, representing the Westlake Avenue North Association, reported on a July study by that group on unsafe behavior of cyclists in the Westlake area of South Union, especially near Argosy and Kenmore Air area including speeding, texting while riding, and weaving among pedestrians in crosswalks, sidewalks and parking lots. Input was received by the board.

(Note: Board discussions at previous SBAB meetings during review of the Bicycle Master Plan have included addressing the need to design facilities in this area to reduce multimodal conflicts, including pedestrian/bike conflicts as well as improving safety for pedestrians and bicyclists amidst the multimodal parking lot ingress and egress of vehicles. SDOT has been presenting design options to the Board.)

Board response suggested collecting and looking at data on behaviors currently, during this time of year, when there are numbers of bicyclists using the area for commuting and fewer tourist pedestrians, noting there are examples of compatible bicycle and pedestrian behaviors in that area.

SBAB UPDATES AND NEXT STEPS

1. SBAB will have a retreat on October 22.
2. On October 16, there will be an Open House in the NE Seattle neighborhood on the proposed Bicycle Master Plan facilities for 65th Street

MEETING ADJOURNMENT

The meeting was adjourned at 8:00 p.m.

ATTACHMENT A

Meeting Minutes Distribution List:

Michael McGinn, Mayor, City of Seattle

Rebecca Deehr, Strategic Advisor for Policy and Outreach, Office of the Mayor

City Councilmember Tom Rasmussen, Transportation Committee Chair

Peter Hahn, Director, Seattle Department of Transportation (SDOT)

Goran Sparrman, Deputy Director, SDOT

Dongho Chang, City Traffic Engineer, SDOT

Kevin O'Neill, Planning and Urban Design Manager, SDOT

Sam Woods, Manager, Bicycle, Pedestrian & Neighborhood Program & Project Development,
SDOT

Emily Ehlers, SDOT Liaison to SBAB

Diane Sugimura, Director, Department of Planning and Development (DPD)

Bernie Agor Matsuno, Director, Department of Neighborhoods (DoN)

Allie Gerlach, SDOT Communications

Meeting Presenters

City of Seattle Council Transportation Committee Members

City of Seattle Neighborhood District Coordinators

SBAB Members

Meeting Attendees